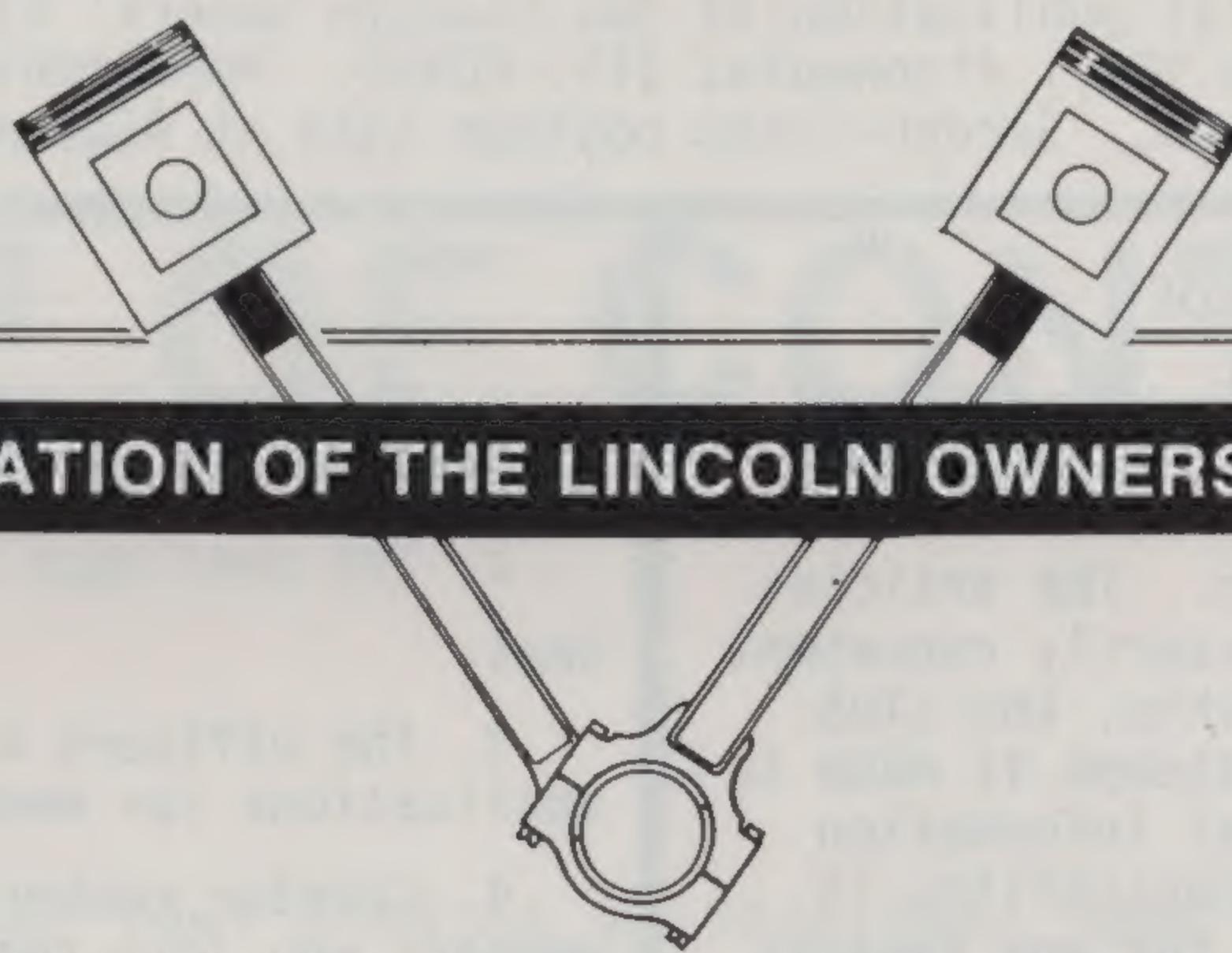


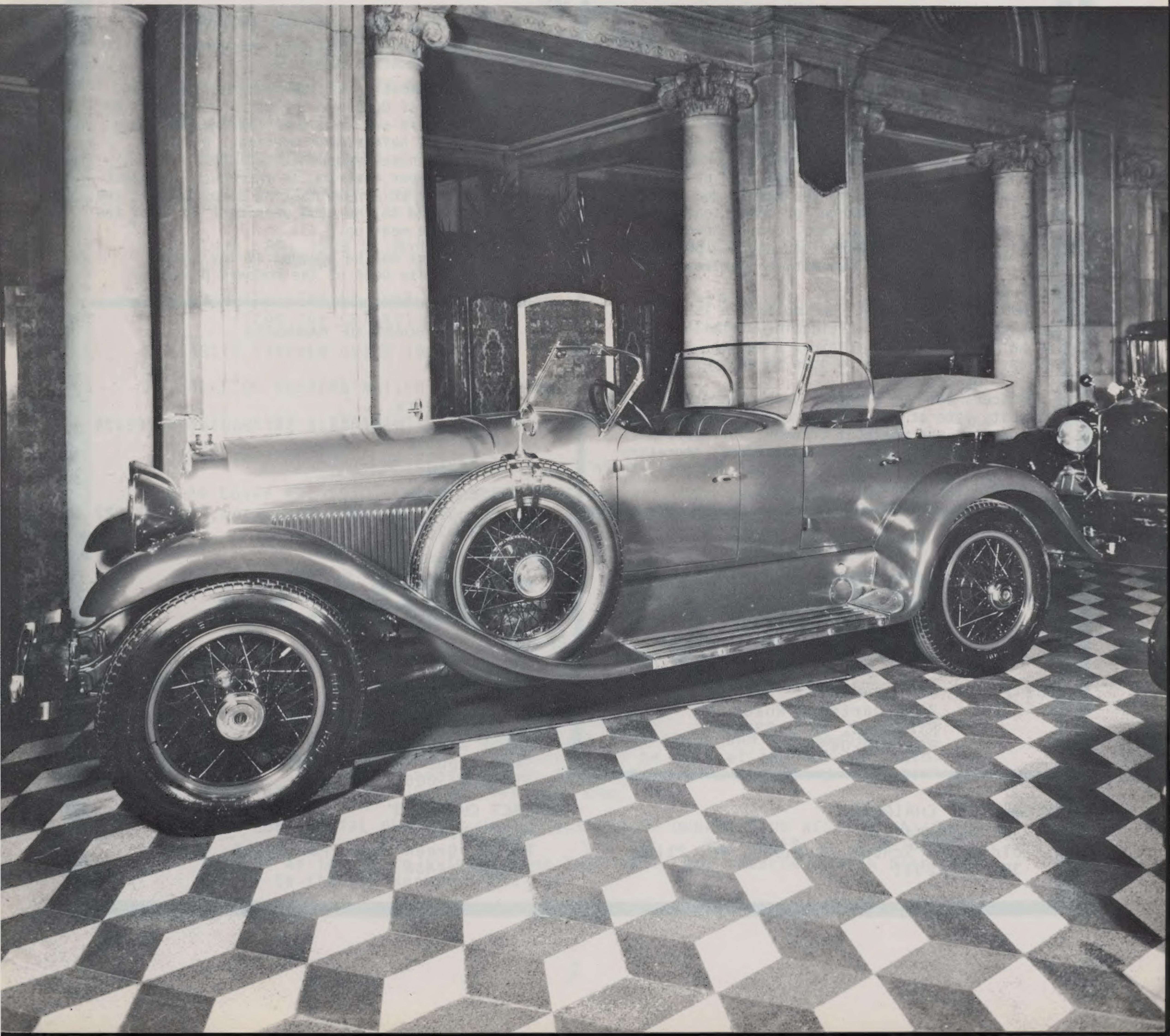
The FORK and BLADE



THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

JULY-AUGUST 1977

VOLUME 16 NUMBER 4



The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

TECHNICAL ADVISERS

1921-1930: KEN PEARSON
125 Dole Ave.
Crystal Lake, Ill. 60014
H 815-459-2888, O 312-658-4588

1931-1939: JIM BRANNON
2215 Dartford Road
Richmond, Va. 23229
804-270-0433

MEMBERSHIP CHAIRMAN

JOE HORDUBAY
Oldfields School, Glencoe, Md. 21152
301-472-2531

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.
2. The president shall have custody of the club seal.
3. The officers of the club must approve all applications for membership in this club.
4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00
5. Dues for active members shall be \$10.00 per year.
6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.
7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.
8. These bylaws may be amended at any annual meeting by majority vote of the members present.

BOARD OF MANAGERS

PRESIDENT

RICHARD QUICK
9821 Copper Hill Rd., St. Louis, Mo. 63124
314-965-3006

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COMING EVENTS

LINCOLN OWNERS' CLUB ANNUAL MEET, HERSHY, PA. OCTOBER 7
This will be a meeting of significant importance and all members that can come should be there. The meet will be held at the Hershey Motor Lodge. Cash bar is scheduled at 6:30 P.M. with a benefit dinner to start at 7:30 P.M. Don't miss this one!

LINCOLN CONTINENTAL OWNERS CLUB-LINCOLN ZEPHYR OWNERS CLUB WESTERN NATIONAL MEET SEPTEMBER 30 to OCTOBER 1
This is an invite to a joint meet that would not interfere with plans to fly to the LOC Hershey Meet.



Columbia Highway, Franklin, Tenn. 37064 615/794-8000

H. RICHARD CHAPMAN
VICE PRESIDENT

July 7, 1977

Mr. Jim Elliott
Editor, Fork And Blade
6832 Irving Avenue
South Richfield, MN 55423

Dear Jim:

I would like included in a conspicuous place in the next issue of Fork And Blade, an announcement of the LOC Annual Meet at Hershey on October 7.

This will be a meeting of significant importance to all members and all who can come should be there.

The meeting will be held in a new location this year, we will be at the Hershey Motor Lodge. Cocktails, cash bar, is scheduled at 6:30 P.M. with a benefit dinner at 7:30 P.M. You will receive complete information approximately September 1.

Thank you, Jim.

Sincerely,

Dick Chapman

Attachment: 1

CC: R. Quick
P. Hubbell

**CREAMER
DICKSON
BASFORD**

PUBLIC RELATIONS/1301 AVENUE OF THE AMERICAS, N.Y.C. 10019 (212) 956-2460
INC.

February 7, 1977

Mr. Henry B. Harper
Editor
Lincoln Owners Club
P.O. Box 189
Algonquin, IL 60102

Dear Mr. Harper:

Enclosed is the fourth in the series of columns on lubrication of cars prepared by Kendall Refining Company, a Division of Witco Chemical Corporation, for readers of your car publication.

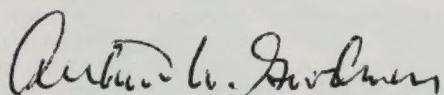
As you can see, the enclosed article has been written by Mr. Wil Hart, Kendall's Vice President, Research and Development. We are enclosing a picture of Mr. Hart for your use with the article.

The enclosure, entitled "Synthetic Motor Oils -- Fact or Fancy?" is of particular interest to car enthusiasts, we believe, because the pros and cons on the subject of synthetic motor oil are very much in the news today.

If you have any questions concerning the article, please call us on 212 956-5257.

As always, we would very much appreciate your providing us with several copies of the issue of your club publication in which the enclosure appears.

Cordially,


Arthur N. Goodman
Account Supervisor

Enc.
ANG/cr

NEWS FROM



FOR IMMEDIATE RELEASE

REFINING COMPANY

DIVISION OF WITCO CHEMICAL CORPORATION

In Bradford, Pa. CONTACTS In New York City

L. M. Woods A. N. Goodman
Kendall Refining Creamer Dickson Basford Inc.
814-368-6111 212 956-5257

Car Club Column No. 4

(EDITOR'S NOTE: Synthetic motor oils and their advantages and disadvantages for effective lubrication is a subject we believe to be of considerable interest to all members of our car club. We, therefore, welcome the following article on the subject by Wil Hart, Vice President of Research and Development for Kendall Refining Company, a Division of Witco Chemical Corporation.)

SYNTHETIC MOTOR OILS -- FACT OR FANCY?

by

WIL HART

Vice President, Research and Development
Kendall Refining Company
Division of Witco Chemical Corporation

BRADFORD, Pa. -- The fortunes of synthetic motor oil have risen and fallen like the well-known yo-yo -- depending upon both technological and marketing developments.

Synthetic motor oils always have had a certain amount of glamour because of their successful use in aircraft jet engine lubrication. However, application of synthetics to more mundane service, such as piston engines of cars, is debatable and will remain so, in my opinion, for some time to come.

The technology supporting the use of synthetics in jet aircraft engines is not automatically transferable to car engines. Extensive programs, many of them still underway, are continuing to determine whether such transfer is technologically sound, can be executed in a cost-effective way, and is capable of eliminating some serious deficiencies in earlier formulations.

Some of the current lack of credibility for synthetics may be blamed on irresponsible marketers who label "synthetics" products which do not fit the generally accepted definition of synthetic engine lubricants. While, there is no "official" definition of synthetics, manufacturers of lubricant base stocks, both synthetic and petroleum, are pretty well agreed on what the word should mean.

They agree that synthetic engine lubricants are those compounded from base stocks manufactured by chemical synthesis. The principle classes of compounds being considered at present for automotive service are alkylated aromatics, polyalphaolefins, esters and polyglycols. The finished products will contain greater or lesser quantities of necessary performance additives. Additive packages required for synthetics are similar to those required for petroleum products, but need a different "balance" and, perhaps, even some different chemistry.

Additives are necessary in both petroleum base stock and synthetic base stock engine lubricants. These chemical additives supplement base stock performance characteristics, including anti-wear, anti-foam, rust and corrosion protection, metal de-activation, poor depression, viscosity index improvement, oxidation inhibition, detergency and dispersancy. These chemicals are generally synthesized from petroleum, animal and vegetable sources and may also include some inorganic materials. While these materials are manufactured by chemical, their use in a petroleum base stock would not permit the resulting product from being classed as synthetic. This is because the additives mixed with the stock are generally in relatively minor quantities.

But should synthetic/petroleum base stock blends be classified as synthetic if they contain, say, 50% of synthetic base stocks? The consensus is that only lubricants with a 100% synthetic base should be labeled this way. Any combinations should

be identified as a blend of synthetic and petroleum stocks.

Now, to the strengths and weaknesses of synthetics. The strengths would include high natural viscosity indices, giving good fluidity at low and very low temperatures, even down to -65 F.

Their high viscosity index also provides good viscosity characteristics at high temperatures in a properly compounded lubricant.

The other main virtue of synthetic base stocks is their outstanding response to oxidation inhibitor additive treatments. Oil thickening problems are minimal when any one of a number of anti-oxidant additive systems are used. Thus, their performance in high temperature applications is outstanding.

I mentioned earlier that both synthetic base stocks and petroleum base stocks require complicated additive systems to improve engine oil performance. And here is where one of the synthetics' problems is found. Performance additive packages applied to synthetics simply have not yet reached the same stage of sophisticated development as the additive packages used to supplement petroleum-base stocks.

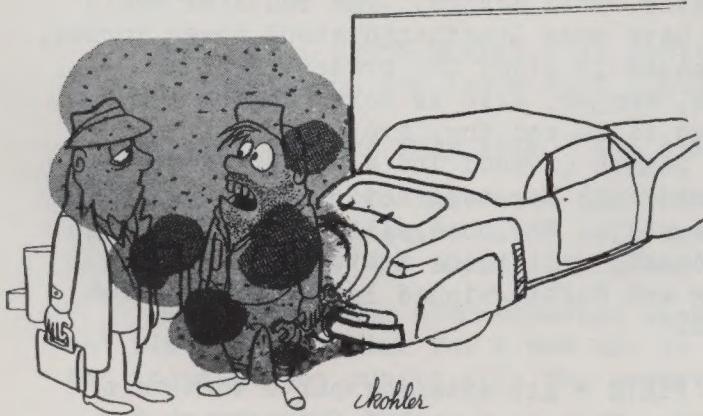
Another potential problem with synthetic-based engine oils is their compatibility with the seal materials used in current engine designs. Seals now being used were developed for petroleum-based products. Seal/lubricant compatibility requires additional attention if synthetic-based products are to gain greater acceptability.

A third weakness in synthetics stems from the difficulty involved in the manufacture of viscous, synthetic base stocks. Some synthetic bases lack the viscosity required for satisfactory lubrication at normal design clearances, operating temperatures and other conditions. These synthetic bases are generally thickened with polymers which experience some temporary as well as permanent viscosity loss in a high shear rate environment. This leaves an element of doubt regarding the high temperature viscosity characteristics of such blends.

Finally, the inherent high cost of synthetics is an obvious problem. Many synthetics use petroleum components and processed petroleum fractions as raw materials. These synthetic base stocks, as a result, have a higher cost than comparable petroleum based stocks because of the additional processing required in the chemical synthesis. This differential probably will exist, but it could narrow somewhat as higher volume production of synthetics make the synthesis more efficient. At the moment, however, it is questionable whether the advantages of synthetic motor oil performance are worth the additional price.

In our laboratories in Bradford, Kendall has been evaluating synthetic motor oils. However, to date, we have not been able to develop what we consider to be a satisfactory cost/performance ratio. Currently, our development work is aimed at synthetics for long drain interval service (the annual oil change concept as an example). So far, our work has not convinced us that synthetics are the best way to achieve long drain interval capability.

The facts are that synthetics are with us. The volume of their use probably will be minuscule at least well into the 1980's. Should our customers indicate that real demand for synthetics -- despite the fancy price -- exists, we have the background to meet that demand on a relatively short notice. In the interim, we will continue our development work -- and keep on top of all factors related to automotive lubrication.



"Been adding a lot of oil lately?"



Wil Hart
Vice President, Research and Development
Kendall Refining Company
Division of Witco Chemical Corporation

Ford Motor Company

Manufacturers of Automobiles, Trucks and Tractors

FARGO, N. D.

January 3, 1929. G.L. #1887

IN REPLYING REFER TO

TO ALL DEALERS:

LINCOLN CAR IMPROVEMENTS

ALL STATEMENTS OR AGREEMENTS CONTAINED IN THIS LETTER ARE CONTINGENT ON STRIKES, ACCIDENTS, FIRES, OR ANY OTHER CAUSES BEYOND OUR CONTROL AND ALL CONTRACTS ARE SUBJECT TO APPROVAL BY THE SIGNATURE OF A DULY AUTHORIZED EXECUTIVE OFFICER OF THIS COMPANY. CLERICAL ERRORS SUBJECT TO CORRECTION.

Lincoln cars now being shipped have the following improvements which should serve as a great stimulus in increasing Lincoln sales everywhere:

Lincoln leads the fine car field and you should study these refinements very thoroughly and immediately call on every Lincoln prospect in your territory, impressing them with these refinements and with the beauty and comfort embodied in the Lincoln motor car.

BODIES - We have replaced or added the following body types - Town Sedan two and three window, Judkins Coupe, Judkins Berline two and three window, 5-Sedan, 7-Sedan, 7-Limousine, Dietrich Convertible Coupe and Dietrich Convertible Sedan. We have also increased the room in the four-passenger Coupe. General Letter describing the new 7-Sedan, 7-Limousine and 5-Sedan will go forward soon as possible. No changes in designs of bodies not listed are contemplated.

ALL LINCOLN CARS EQUIPPED WITH TRIPLEX GLASS - One of the outstanding improvements in Lincoln cars is the installation of Triplex Glass throughout. This glass is non-shatterable and therefore is a great additional safety factor in Lincoln body construction. Incidentally, the Triplex Glass used in Lincoln cars is much thicker and of better quality than that used in most cars. Because of its high quality it also affords clearer vision than is usually found in non-shatterable glass. The installation of Triplex Glass in all Lincoln cars is the added safety feature that contributes the final appointment in making Lincoln bodies "supreme in safety".

RADIATOR SHELL DESIGN - The outline of the Lincoln radiator shell has been altered, enhancing the smartness of the radiator shell design. The radiator shell has been increased in depth and the shutters have been lengthened about three inches. Although the radiator core has not been increased in size, the present Lincoln radiator has the appearance of being narrower, deeper, also is more distinctive and graceful. The hood now has 42 louvres instead of 24 and they are narrower than formerly. The additional louvres accentuate length of hood and also contribute to ventilation of motor. The depth of the radiator cap has been noticeably decreased while its diameter has been increased considerably. The hood sills have been made narrower and the splash shields have been widened. All these features tend to make the present Lincoln car more outstanding and distinguished in appearance, and more expressive of its emblem - the greyhound.

CHROMIUM PLATED PARTS INSTEAD OF NICKEL PLATE - All exterior parts that were formerly nickel plated are now chromium plated. This is a marked improvement for chromium plate does not tarnish and cleans more readily.

Fargo, N.D.

SHEET NO.

FENDER AND RUNNING BOARD - The front fenders are about $2\frac{1}{2}$ " shorter and are less inclined to follow the contour of the wheel. The front fender aprons have been extended forward on the bottom edge. This gives a fleeter appearance to the front of the car. The moulding on the edge of the running board has been redesigned to make it continuous with the fender edge, thus adding a smoother, sleeker appearance to the side of the car. Incidentally, the tool box has been installed behind the dust shield on the left running board directly opposite the battery box container. This tool box is installed within a weather proof metal box and equipped with lock. Thumb nuts are used instead of the small screws on both the battery box and tool box, thus adding greatly to owner's convenience.

BRAKES - One of the major developments in the Lincoln has been made with the braking system, which is now fully enclosed and internal expanding on both the front and rear wheels. An independent emergency and parking brake is also enclosed in the rear wheel drum, thus giving six independent enclosed braking surfaces. An important factor is that this has made possible the extension of radiating fins on the drum, thus preventing overheating of the brakes and eliminates exposure to the outside elements. All brake changes are in the interest of simplification, ease of adjustment and added efficiency.

STEERING - The angle of the teeth of the steering sector has been changed from 8° to 7° . The steering worm and sector are now burnished together in the Lincoln factory. This burnishing operation is equivalent to approximately 3000 miles of driving, and combined with the narrower angle between the teeth of steering sector, greatly increases the ease in handling. The steering sector has two additional teeth and is decreased in diameter $1/32"$, while the diameter of the steering worm has been increased $1/16"$. The steering angle is now changed to $15-2/3$ to 1 ratio instead of 15 to 1 as formerly. This improvement in Lincoln steering eliminates objectionable road shocks when driving over very rough roads - and should prove a wonderful asset in demonstrating the performance of the Lincoln car.

MOTOR SUPPORT INSULATION - The rear motor supports rest in rubber mounts, which act as an insulator in preventing motor noises being transmitted into the body. This is a wonderful improvement and should prove to be a great sales asset in demonstrating the present Lincoln car. Dealers and prospects who have seen the improved Lincoln and have ridden in it are very enthusiastic, therefore, you will appreciate the importance of a well organized demonstration campaign.

INSTRUMENT BOARD LIGHTING SWITCH - A switch has been installed on the instrument board so that the light on the instrument board can be turned off, if the driver so desires.

ADDITIONAL CROSS MEMBER - An additional cross member has been added to the frame, thus making the frame more rigid.

WIDER TREAD ON REAR AXLE - The tread of the rear axle has been increased to .58".

What we need to sell more Lincoln cars is a general increase in knowledge of the product, more enthusiasm based on a better knowledge of the product, and more actual demonstrations of the improved Lincoln.

Dealers who own demonstrators should take immediate action to dispose of same and place their order for a new car in order that they will be in a position to better acquaint the public with the improvements as mentioned above.

D. L. Simmons
Manager Fargo Branch
FORD MOTOR COMPANY

Feature Car

by HAROLD H. EMMONS, JR.

Back in 1930, my father was the Police Commissioner of Detroit, Michigan. During week-ends I came in from the Cleanup squad and other squads in the Police Department, each of which had a Model L 1929 Lincoln 7-passenger Touring which could "catch anything" except a Duesenberg. Occasionally, I was allowed to take the wheel and just naturally decided that some day I would manage to own one.

Thirty-four years later I learned that a 1929 Model L Lincoln 7-Passenger Sport Touring was available in New Jersey, on consignment from the second owner. A quick trip, inspection and trial run followed by a friendly financial discussion fulfilled my dream. It was in original condition, with 29,000 miles on the original tires; and since it had always been chauffeur-cared for, everything was there (including the original Owners Manual in the door pocket, the trouble light behind the dash, etc.)

After completing the 1966 Glidden Tour in Florida, I took it in to Walter Heater who completely restored it in his incomparable fashion during the Winter. Now, after several Glidden Tours, VMCCA Great Lakes Region Tours, a Classic Car Club Caravan in Canada and many Carnivals of Cars, as well as the L.O.C. National Meets in 1975 and 1976, it has about 67,000 miles "on the clock" since it was built. It has won its share of trophies, and, in my opinion (perhaps a bit prejudiced, I'll concede), it is the best road car in existence and is a prime example of the clean, classic lines and superb quality of the Lincoln Car.





Ford Motor Company

Manufacturers of Automobiles, Trucks and Tractors

FARGO, N. D.

IN REPLYING REFER TO

August 29, 1929. G.L. #2038

TO ALL DEALERS:

LINCOLN SPORT PHAETON MODEL 176-A & B

ALL STATEMENTS OR AGREEMENTS CONTAINED IN THIS LETTER ARE CONTINGENT ON STRIKES, ACCIDENTS, FIRES, OR ANY OTHER CAUSES BEYOND OUR CONTROL AND ALL CONTRACTS ARE SUBJECT TO APPROVAL BY THE SIGNATURE OF A DULY AUTHORIZED EXECUTIVE OFFICER OF THIS COMPANY. CLERICAL ERRORS SUBJECT TO CORRECTION.

In line with the Lincoln policy of progressive improvements, our engineers are continually working with the foremost custom body designers in search of new creations in body coach work suitable for the Lincoln Chassis. The latest achievement productive of this procedure is a beautiful Sport Phaeton which will be introduced about October 1st, replacing the present Phaeton, Model 163-A and B. This new Sport Phaeton will be identified as Model 176-A and Model 176-B.

Model 176-A without Tonneau Cowl and Windshield will list at \$4200.00 f.o.b. factory.

Model 176-B, with Tonneau Cowl and Windshield will list at \$4400.00 f.o.b. factory.

Standard equipment includes 6 Steel Spoke Wheels; 6 Tires, - spares equipped with covers carried in front fender wells; Trunk rack in rear. All exterior fittings chromium plated.

The body has a very sporty atmosphere which is emphasized by a folding windshield equipped with Triploxx Safety Glass and with a top that folds in a very compact manner contributing greatly to the call of the open road.

Passengers can ride with greater comfort and ease than in other Phaetons of the Sport type. Throughout, this new design gives complete and consistent expression of its designers' conception of the utmost in style, comfort, roominess and fleet appearance. The deep cushioned seats have been designed to provide utmost riding comfort and relaxation for the occupants; the deeper seating arrangement resulting partly from higher side body panels.

Actual enlargement of front and rear compartments indicate how effectively the idea of spaciousness has been worked into reality. The front compartment has been lengthened $2\frac{1}{2}$ inches and three inches has been added to the length of the rear compartment. Two inches of increased width makes the rear Tonneau more commodious. There is also a center arm rest in the rear seat.

Accessibility has not been overlooked - doors are unusually wide - ease of entrance and egress are assured through hinging the front doors at the front, and rear doors at the rear.

In addition to the increased space in the front compartment, the front seat is adjustable, having a $3\frac{1}{2}$ " adjustment controlled by a small handle located in the center of the seat near the floor. This assures the driver, regardless of his stat-

Ford Motor Company

Fargo, N.D., U. S. A.

CONTINUING OUR LETTER OF

8-29-29

SHEET NO

2

ure, the extreme of driving comfort.

Upholstery is panel style. Each door is fitted with a convenient pocket -- the one in the right front door equipped with a Yale lock.

A very convenient package compartment is incorporated in the back of the front seat. The rear compartment is also equipped with a cigar lighter.

Top is of Standard Haartz material #300. Top bows are of mahogany finish with polished Monel metal reinforcements. Side curtains fit snugly and open with doors. When not in use, storage room is provided for them under the front seat.

The following color and upholstery combinations have been adopted as standard:

| <u>Body Color</u> | <u>Moulding</u> | <u>Striping</u> | <u>Upholstery</u> | | | | |
|-------------------|-----------------|-------------------|-------------------|---------|-----|-----|--|
| Zircon Brown | Thorne Brown | Straw | Brown | Leather | No. | 702 | |
| Thorne Brown | Zircon Brown | " | " | " | " | " | |
| Mulberry Maroon | Black | Vermilion | " | " | " | " | |
| Black | Black | Straw | " | " | " | " | |
| Freuster Green | Forest Green | " | Green | " | " | 712 | |
| Sage Brush Green | Moleskin Light | Catawba Green | " | " | " | " | |
| Tarragon Green | Palmetto Green | " " | " | " | " | " | |
| Cobalt Blue | Black | White | Mouse | " | " | 503 | |
| Copra Drab | Chicle Drab | " | " | " | " | " | |
| Algerian Blue | Bambalina Blue | " | " | " | " | " | |
| Ocean Blue | Sea Fog Gray | " | " | " | " | " | |
| Pyramid Gray | Desert Sand | Royal Chariot Red | " | " | " | " | |
| Kenilworth Gray | Silver Gray | White | " | " | " | " | |

Black leather Eagle Ottawa No. 546 which is standard in the front compartment of chauffeur driven models, is also optional when specified on orders, at no additional charge.

Photographs will not be available until approximately October 1st and as soon as a supply is received, they will be furnished our Lincoln Sales & Service Dealers.

FORD MOTOR COMPANY
H. C. Stotlar
Distributor

HCS:C

CLASSIC LINCOLN GUIDE 1920-40

by

Michael L. Schauer

A member of the Society of Auto Historians.

Note: September 14, 1920 First Leland Lincoln
March 29, 1922 Ford bought Lincoln

Key: (1) Production (2) Serial No. (3) List price 4 Door (4) Shipping Weight.

1920-21 Enamel radiator and enamel headlights, wood spoke wheels.
(1) 3500 (2) 1920 L1-834; 1921 835-3151
(3) \$6000 (4) 4385LBS.

1922 Same as 21 (1) 5626 (2) 3152-8709
(3) 4200 (4) 4385

*Police Flyers 1923-26 a sport phaeton with special four wheel brakes, faster engines, bullet proof glass, shotgun racks.

1923 Model L; Badge Ford - Lincoln - Detroit; drum headlights standard, bell headlights optional, Police Flyers 23-26*
(1) 7875 (2) 8710-16434
(3) 4900 (4) 4600

1924 Nickel radiator with thermostatic levers standard-enamel optional thru 25 but never used, drum headlights only, front bumper standard-rear optional
(1) 7053 (2) 16435-23612
(3) 4700 (4) 4600

1925 Both front and rear bumpers standard.
(1) 8380 (2) 23613-32000
(3) 4900 (4) 4960

1926 Greyhound radiator mscot optional - at mid year standard, wood spoke wheels standard except on four door open, which has wire wheels.
(1) 8858 (2) 3201-4000
(3) 4800 (4) 4900

1927 Four wheel brakes and bullet shape headlights standard
(1) 7141 (2) 40001-47499
(3) 4800 (4) 4950

1928 Badge with only the word "Lincoln" on it, five stud bolts on wire wheels standard - (center lock before) wood and disk wheels optional.
(1) 6362 (2) 47500-54500
(3) 4800 (4) 4845

1929 Radiator contour modified.
(1) 7672 (2) 54501-61699
(3) 4500 (4) 5180

1930 Fenders body color, not black as before.
(1) 3515 (2) 61700-66000
(3) 4500 (4) 5180

- 1931 Model K V-8 Slightly peaked radiator, badge on light bar, bowl headlights, double bar bumpers, dual crome horns, hub caps with "Lincoln" on them.
 (1) 3311 (2) 66001-69557
 (3) 4700 (4) 5300
- 1932 Model KB V12, Fully peaked radiator dual crome horns, blue badge.
 (1) 1623 (2) KB 1-1666
 (3) 4600 (4) 5870
- 1932 Model KA V8, Radiator same as 31, one crome horn, red badge,
 (1) 1765 (2) 7001-72041
 (3) 3200 (4) 5300
- Both models used single bar bumpers and thermostatic hood shutters.
- 1933 Model KB V12 Blue badge.
 (1) 587 (2) KB2001-2604
 (3) 4500 (4) 5860
- 1933 Model KA V12, Red badge, New modern engine.
 (1) 1420 (2) KA 1-1140
 (3) 3200 (4) 5300
- Both models used skirted fenders early in year, new slanted radiator with badge on it, concealed horns, V'd bumpers, back to hood lovers, modified headlights.
- 1934 Model K V12 Uses enlarged KA V12 engine, lacquered radiator, thermostatic hood shutters, wheel base KB-145 KA-136
 (1) 2400 (2) KA 1501-3176
 (3) KA3400 KB 3001-3744 KA4500
 (4) KA 5470 KB 5795
- 1935 Radiator filler cap under hood, nonremovable diecast radiator mascot, new badge on modified grill, hood shutters, new headlights new bumpers, metal only sidemount covers, passengers moved forward all body styles.
- 1936 Stamped steel wheels, new rounded fenders, modified grill.
 (1) 1509 (2) K5501-7014
 (3) KA4300 KB4700 (4) KA5476 KB5581
- 1937 Teardrop headlights in fenders V-type windshields most styles.
 (1) 986 (2) K7500-8490
 (3) KA4600 KB 4700 (4) KA5532 KB5697
- 1938 Back to hood lovers
 (1) 470 (2) K9001-9450
 (3) KA4900 KB5000 (4) KA5532 KB5672
- 1939 Same as 38 last year big classic Lincoln made.
 (1) 120 (2) K9451-9674
 (3) KA4900 KB5000 (4) KA5532 KB5672
- 1940 None produced this year, last 39's sold this year had a black badge instead of blue.



William F. Schmidt 15217 Alondra Lane Saratoga, Calif. 95070

408 354-2885

July 18th 1977

Jim Elliott
Editor of LOC
6832 Irving Avenue South
Richfield, Minnesota 55423

Dear Jim:

Please find enclosed a copy of the Lincoln Zephyr and Lincoln Continental Owners Club Western National Meet information brochure.

As you can see it will cover all Lincolns from 1921 to 1971. Thus, "fifty years of Lincoln".

I am sure we will have a nice display of Lincolns from 21 to 40, L's, K's, KA's, KB's from the CCCA. I would appreciate any coverage you can give in the next LOC Bulletin using all or part of the enclosed brochure. This would give LOC owners on the west coast a chance to attend a Lincoln meet that cannot attend the LOC National Meet in Dearborn. Anything you can do will be greatly appreciated by me and I am sure by other West-coast LOC members. Thank you.

I am also a member of LOC as well as the LZOC.

Most sincerely yours

William F. Schmidt
Western Area Chairman
Lincoln Zephyr Owners Club

cc-Pat Kellner
Chas. Imboden, Pres. LZOC
WFS

SYNOPSIS OF L.C. AND L.Z.O.C. INFORMATION BROCHURE

Lincoln Continental and Lincoln Zephyr Owners Clubs cordially invite you to attend and participate in the 23rd annual Western National Meet. This year's gala event will take place at the Marriott Hotel in the heart of the Santa Clara Valley. The hotel is one of the newest and finest additions to the worldwide chain and we feel sure you will find the accommodations outstanding in every respect.

Our show this year will offer for your enjoyment not only Continentals and Zephyrs but also a sampling of all the cars Lincoln has offered for the past five decades. Hence our theme "FIFTY YEARS of LINCOLNS". Come and enjoy the early Lincolns with bodies by such famous coachbuilders as Dietrich, Brunn and LeBaron. See the "New Breed" of cars that let the automobile industry in styling in the mid thirties..... the aerodynamic Zephyr (whose namesake will be brought back by Ford in '78). And of course the elegant and stately Lincoln Continentals. What can we say that hasn't already been said so many times before except "Thank you, Edsel Ford". Mark II fanciers can expect to see dozens of these beautifully balanced, precision built cars which are renowned for their clean lines and classic simplicity. There will be Cosmopolitans, Capris, Premieres and other special interest Lincolns from the 50's & 60's in a myriad of color combinations to please the eye. And rounding out our show, we take pride in presenting the Continental Mark III, LCCOC's newest member and feature car, with the styling that the other car companies are still trying to copy 8 years later.

So that's the show folks please join us in paying tribute to some of the finest cars ever built. Hope we can include yours.

SCHEDULE OF EVENTS

Friday, September 30, 1977, arrive early, clean and polish that LINCOLN beauty before the festivities begin so you won't miss anything. The cars are the highlight of the weekend but we are also here to have fun. In the evening you are cordially invited to attend the LCOC-LZOC hosted cocktail party (from 7:00 until 10:00 PM). This is a great way to begin this memorable weekend, meet new members, chatting with old friends, and relaxing together with good spirits.

Saturday, Oct. 1, the registration desk will be open at 9:00 AM in the hotel lobby. Judges breakfast and briefing session is to begin at 9:00 AM SHARP. Cars must be placed on the field by 10:00 AM and remain in position until excused by the chief judge. "FIFTY YEARS of LINCOLN" Concours d'Elegance judging will commence at 10:30 AM. No host cocktail party in the banquet room at 6:00PM, with awards banquet at 7:30PM.

Sunday, Oct. 2, attend Marriott's Great America, the fun country breakfast at one of the many fine restaurants at the park. Plan to stay over Sunday so we can all join together for dinner.

HOTEL RESERVATIONS

Please make your reservations early for this meet. We have a block of rooms reserved so get your plans made and we can all be together. The MARRIOTT HOTEL has many extras, including a super Indoor-Outdoor Pool, Hydrotherapy Pool (for those aching car-polishing muscles) a terrific game room for the kids - young and old, and of course the Great America Theme Park, adjacent to the hotel. The rates are \$34.00 for singles, double-double (2 people) \$38.00, each additional person \$6.00 (under 12 yrs. no charge). Make your reservations directly with MARRIOTT HOTEL, 2700 Mission College Blvd., Santa Clara, California 95054. Tel. 408-988-1500

REGISTRATION FEES

Prior to September 15th 1st car \$12.00, 2nd car \$6.00, additional cars no fee. Exhibition only \$6.00. All multi-car entries must be one owner only. Late entries after September 15th are \$18.00. Dinner reservations are \$11.00 each. For a Registration Form contact Bob Keller, 220 East Creek Drive, Menlo Park, California 94025. Tel. 415-326-1104

CLASSIFICATION OF CARS

| | | |
|---|-------------------------|---|
| 1921 to 1928 "L" LINCOLNS | PRE-PRIMARY CONTINENTAL | This class is for more "go than show" cars. |
| 1929 to 1932 "L" & "KA" LINCOLNS | Pre-war 1939 to 1942 | |
| 1932 to 1934 "KB" 145 W/B LINCOLNS | Post-war 1946 to 1948 | |
| 1933 to 1940 "KA" & "K" LINCOLNS | Mark II | |
| 1936 and 1937 lincoln Zephyr | PRIMARY CONTINENTAL | This class is for those cars aspirin to a Ford Trophy but have not won a Ford Trophy in past six years. |
| 1938 and 1939 lincoln Zephyr | 1939 to 1948 Cont., & | |
| 1940 and 1941 lincoln Zephyr | 1956 & 1957, by year & | |
| 1942 and 1946 lincoln Zephyr | by Coupe or Cabriolet. | |
| 1947 and 1948 lincoln | SENIOR CONTINENTAL | |
| 1941 and 1942 lincoln custom limousine | Pre-war 1940 to 1942 | |
| Early Senior Class | Post-war 1946 to 1948 | |
| Late Senior Class | Mark II | |
| And Special Interest '49 to '71 in 6 groups | | This class if for cars that have won a Ford Trophy in past 6 years. |



Columbia Highway, Franklin, Tenn. 37064 615/794-8000

H. RICHARD CHAPMAN
VICE PRESIDENT

July 7, 1977

Mr. Leslie Henry
Henry Ford Museum
Dearborn, MI 48124

Dear Les,

How astute of you to pick 1977 for the year of your retirement as this is a period when, like fine old cars, great objects of art, beautiful antique furniture, people of "mature" age are also becoming more valuable. I am tremendously pleased that you are not really retiring from Henry Ford Museum, you really are retiring to what I believe to be your truly first love, that of spending more of your time and energy on vintage automobile activities. In the past, Henry Ford Museum has been the prime beneficiary of your great wealth of knowledge, now I am sure the whole world will share and benefit from the time you will devote to a subject of interest to many of your friends throughout the country, throughout the world, old cars.

The Lincoln Owners Club are indeed indebted to you for your personal involvement with the club, the outstanding cooperation you have given to us in association with our annual meets at Greenfield Village. All the LOC members wish you profound happiness, excellent health, in your new life, the one for which you have spent many years preparing yourself, what you really want to do.

Lincoln Owners Club is one of the great car clubs of America because of your unselfish commitment to our cause.

Sincerely,

Dick Chapman

CC: Dr. Richard T. Quick
Ken Pearson
Randy Mason
Jim Elliott

HEAVY TRAFFIC

FOR SALE

1932-33 tail light stands in cast aluminum, \$35.00 per pair. Mike Mekalian 301-366-4040 or Joe Hordubay 301-472-2531

1934 KA, Dietrich Conv. Cpe., and 1936 K Lincoln 5-Pass. Sedan. Both cars near complete and need restoration. I also have some 1932 V-8 mech. parts for sale. J. Noll, 127 Deaven Rd., Harrisburg, Pa. 17112

WANTED

URGENT PLEASE. I need sixteen type "c" lower valve spring seats. These are used with the "new" type "c" springs, which can be identified by the heavier gauge 7/32" thickness and also, the large end internal diameter is 1", as fitted in 1929 and after. For a 1925 I need a dust cover for the right side spring shackle and brass bolts, fixes on top of the engine dust pan. Peter Harris-Mayers, "Waimarino", Manor Avenue, Deal, CT 14-9PN, England

1925 Murray bodied Sedan needs right rear bottom door hinge, horn bracket, windshield sun visor. Edmund A. Horsch, Jr., 7 Briar Ln., Glencoe, Ill. 60022 312-835-0322

1928 LeBaron 4-Door Close Couple Sedan needs an ash tray assembly for the back of the driver's seat, cigar lighter for dashboard, and side mount mirrors. Ken Thacher, P.O. Box 341, Momence, Ill. 60954

B.C.

By Johnny Hart



CLUB PROJECTS

| | |
|---|----------|
| 1. 1924-1930 LINCOLN SERVICE BULLETINS | \$ 30.00 |
| 2. 1931-1935 LINCOLN SERVICE BULLETINS | 25.00 |
| 3. AUTHENTIC COVERS FOR 1924-1935 LINCOLN SERVICE BULLETINS . . . | 5.00 |
| 4. L LINCOLN SHOP MANUAL | 20.00 |
| 5. 1921 LINCOLN SALES CATALOG, (When Available). | 5.00 |
| NOTE***6. 1931-1938 CHASSIS PARTS CATALOG, (on 4 microfiche cards). | 5.00 |
| NOTE***7. 1931-1937 BODY PARTS LIST CATALOG, (on 8 microfiche cards). | 5.00 |

Items #1-4,6 and 7 are now available for IMMEDIATE delivery. WILL THOSE
NOTE***OF YOU THAT HAD YOUR MONEY REFUNDED ON YOUR ORDER FOR ITEMS # 6 AND # 7
PLEASE REPLACE YOUR ORDER. Again, we are asking that if you want to get a
1921 Sales Catalog Reprint then get your order in now, if more orders are
not received than it will be canceled.

If you have any questions or problems regarding the club projects please let
Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee.
You pay the postage and see that the item in question is returned in the
same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189,
Algonquin, Ill. 60102



Sport Phaeton (by Locke)

The spirited beauty of the Lincoln Sport Phaeton suggests the easy grace and speed of the sea-gull. Just as the swift passage of the bird is free of conscious effort, so the resources of Lincoln power are obedient to your every need with equal freedom from effort. Acceleration that masters every traffic problem,

speed that fears no challenge, ease of control that gives full confidence to meet emergency—these are prime qualities of Lincoln performance. They are admirably expressed in every carefully selected detail of appointment and rich finish and in every line and graceful curve of this Locke design.

L I N C O L N M O T O R C O M P A N Y
Division of Ford Motor Company